

Minutes of Pathways Ad Hoc Committee, September 16, 2009

All members of the committee were present. The committee agreed to accept the minutes of the last two meetings with several changes.

It was clarified that member Chuck Ross questioned whether bike and/or pedestrian pathways would need curbs. Chuck also raised the question of having roadway professionals evaluate our actual options in light of state and county statutes.

It was also agreed to include in the minutes Bryan Cooper's original notes on the under-the-tree meeting; an email commenting on last week's minutes; as well as other ancillary materials as they may arise.

After some discussion the committee also agreed that the minutes need not be verbatim, but should provide an accurate sense of discussions along with a record of votes.

John Ise reported on a communication with a Miami-Dade County employee who is an expert on bike and pedestrian paths (That email is included in the minutes).

The email gave a number of guidelines, including width requirements, possible conflicts between bikes and pedestrians. It was also noted that bike racks connecting transit stops (as called for in the plan we are evaluating) should be covered.

The committee then had a wide-ranging discussion about whether or not various segments of the proposed connecting streets between the Village Hall and rec center would or could meet some of the requirements. It was noted that the county would probably have to sign off on narrowing of streets or similar structural changes.

It was also noted that municipalities frequently undertake negotiations with the county on roadway issues that may deviate from what statutes and other regulations generally call for.

The discussion of what is feasible continued.

Chuck Ross suggested that we come up with a plan and submit it to an engineer while also examining whether or not the plan, if modified, would still qualify for funds.

Bryan said that the money had come through from Washington. When asked for particulars, Bryan directed people to talk with Village Manager Frank Spence (In a subsequent conversation, Spence said that the plan had not actually been approved, and the money is not in hand, but that the proposal has held our place).

Gary Kuhl suggested that we shift the plan's parameters to include 116th Street rather than 115th Street, as it has the larger median.

Bryan noted that such a modification would likely not be doable under the transit stimulus funds parameters.

Meanwhile, Barbara Kuhl noted that she had never heard it come up that residents actually needed a

way to get from the Village Hall to the rec center.

Jane Ansley said that we needed to include the bus stops in order to access the funds and, in answer to Barbara, said we have likely passed the point of discussing whether or not the plan actually meets any transit needs of the village.

Victor Romano noted that using the transit stimulus funds and the bus stop connector means that instead of going with a walkway, greenway master plan, we would be doing things piecemeal. He said he was also concerned about the aesthetics of the plan under discussion.

He said the first step should be to create a sidewalk building fund.

Chuck said that if we wait to do a master plan, it will never get done.

Dan Keys said that it is possible we may decide we don't need the \$32,000 that much.

After a bit more discussion the chair called for a straw vote on how many members wanted to go forward with a plan to use the money.

The motion passed 6-to-4 with Gary abstaining.

The committee then discussed how to pare down the options so that a recommendation to the Biscayne Park Commission could be readied.

Chuck offered a motion that would specifically say the committee favored a walkway bikeway option if it can be done. However, he agreed to withdraw that motion after some discussion in favor of a possible motion that would favor pursuing traffic calming measures while continuing to investigate the feasibility of bike-paths and walkways. Chuck agreed to wait until the next formal meeting to have a vote on that motion.

The committee then took another straw vote to get a sense of who liked which alternatives.

Five voted for just traffic calming.

Two voted for a priority to create a bike-path.

0 voted to provide a pedestrian and a bike-path.

3 voted to pursue a pedestrian-only path.

It was noted that all options include traffic calming.

John Ise said that traffic calming would in itself increase the pedestrian nature of our community.

After a bit more discussion the group agreed to Victor's suggestion that we walk the route as a group.

The committee agreed to the group walk on Wednesday, September 23.

What follows is the text of two emails, one is a communication between John Ise and David

Henderson, followed by an email from Bryan Cooper on the beneath-the-tree meeting which includes Bryan's notes.

Hi all,

Here is the correspondence I had with David Henderson from the Miami-Dade Bicycle Pedestrian Cmt. As mentioned, I had e-mailed this to Frank Spence & Ann Harper to pass along to Ad-Hoc Cmt. but never did. Perhaps you can forward on, if merits it. Plus an interesting pathway "paver" someone recommended to me a few weeks back to check out:

<http://www.invisiblestructures.com/grasspave2.html>. See ya next Wednesday for our stroll (hope we don't get hit by a car).

Cheers

John Ise

Hi John,

Thanks for your note. Congratulations on your decision to make Biscayne Park more bike and pedestrian friendly. The best design guidance is in the AASHTO Guide for the Development of Bicycle Facilities:

http://www.sccrtc.org/bikes/AASHTO_1999_BikeBook.pdf. Also, the Florida Greenbook:

<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>, has a chapters on bicycle and pedestrian facilities.

In general, bike lanes must be at least 4-feet wide (5 if there is on-street parking) and should be put on roads that carry more than 10,000 vehicles per day or have a speed limit greater than 30 mph. Lower speed/volume roads usually don't need bike lanes because the interaction with traffic is less. Traffic calming can be a good way of keeping speeds and volumes down on some streets.

One of the issue we are hearing more about is conflicts between bicyclists and pedestrians on shared-use facilities. If you are planning a paved shared use path, consider designs that separate bicyclists from pedestrians. Sidewalks do not make good bike facilities because of conflicts with pedestrians and safety problems at driveways and intersections.

Cul-de-sacs and street closures sometimes should be avoided because they can increase driving distances and traffic on the roads that are left open. Better to have as much access as possible to balance traffic and use traffic calming on roads that have speeding or cut-through traffic. If streets are closed leave safe and convenient access for bicyclists and pedestrians to pass through.

If your project is going to connect to a transit stop, include covered bike parking so a person can leave their bike securely while they are at work or school. North Miami has just completed a bike parking study that includes recommendations for connections to their transit system which is available on the MPO website:

<http://www.miamidade.gov/mpo/m11-studies-nomotor.htm>. Look for the "City of North Miami Bike, Park and Ride Study."

Any project that the City develops will have to meet ADA and be approved by the Miami-Dade Public Works Department. Jeff Cohen is the MDPW Bicycle/Pedestrian Coordinator.

Good luck,

David Henderson

Miami-Dade MPO

From: John Ise
Sent: Thursday, September 03, 2009 3:14 PM
To: Henderson, David (MPO)
Subject: Hi David

Hi David.

My name is John Ise (I've met you on a couple of occasions when I worked at the Alliance for Human Services, now with Children's Trust). Wanted to reach out to you as my Village of Biscayne Park is in the process of applying and brainstorming around the development of a possible bike way/pedestrian pathway in our Village. We have a lead on some stimulus money (\$30K or so) for a pathway that connects our Village Hall and our park. A advisory committee is in place of residents brainstorming around this. Good people but in need of "experts". We're looking for some guidance on such questions as

- What are the width requirements for bike lanes and adjacent streets,
- Are there ADA requirements we should be aware of;
- Sidewalks and pedestrian pathways...is there differences we should be aware of and what regs should we be cognizant of;
- Ideas on traffic calming, cul-de-sacs, and signage

At any rate, If there is a clearinghouse of info on regulations, laws, and other considerations that you could point us to or if I could bend your ear sometime in the next 2 weeks, that'd be greatly appreciated. Let me know your thoughts. Thanks

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John Ise

From: bryan cooper
To: Bryan Cooper
Sent: Wednesday, September 16, 2009 12:35:00 PM
Subject: Don't reply....as promised for tonight's ad-hoc

Hello everyone, it's a bit late, but here's what we discussed at the end of our last meeting:

As mentioned publicly at ad-hoc meeting #2, the below list was fully "Sunshined" during our first meeting, and are suggested items from interested residents that can make our streets safer along the linear route between cabin and park.

Also, as mentioned, moving forward with the project and considering these items was the consensus (it was a super-majority) that came out of the meeting of citizens as directed by Mayor Hornbuckle after the Saturday greenway presentation. The residents who met (going into the meeting 1/2 were for and 1/2 against the project), worked hard and quickly as a team to develop a consensus that all, except one, wanted to pursue. Hence, below are the ideas that can help guide us as we look at each section this evening as we work expediently ourselves to put the 3 sections of the safe zone together.

1. Marking streets with striping to visually narrow and help slow and align traffic to one side or other.
2. Strategically placing speed humps (not bumps) as cars approach the greenway belt, to help assure

that the speed limit will be respected and to protect walkers.

3. Working with the county to possibly lower the speed limit another 5mph or so for the linear route of the pathway.

4. Work with county on cul-de-sac type barriers at the end of 115th and 114th (east end).

5. Buy and place nice signs to notify motorists of the zone and/or of local traffic only notice for cul-de-sacs.

6. Paint or create visual cross walks at key points that will also help notify traffic of the zone.

7. Marking the street with the universal diamond or a pictogram letting motorists know to share the road

8. Place traffic calming along 113th

9. Place an overlay at various points with a different color from the road and have some minor texture to make vehicles aware of the zone.

10. Mulch paths along 8th (which we publicly pretty much decided against for accessibility reasons).

See you tonight!

Bryan